

225 WARSHIPS ARE IN THE SERVICE

Secretary Daniels Gives Out Facts Regarding Navy of United States.

Washington, D. C., April 26.—The United States navy department today has 225 ships of all grades in service, and many more in reserve. Still many others are in course of construction. This and many other facts relating to the American navy are given in a letter written by secretary of the navy Joseph Daniels to president Garfield of Williams college, detailing the work of the navy the past two years. Mr. Daniels wrote in answer to a request from Mr. Garfield for material to refute assertions that the American navy is unprepared for effective service.

The letter follows:

"My Dear President Garfield: I am in receipt of your recent favor asking for an authoritative statement concerning the present status of the navy equipment of the United States, and I am pleased in complying with your request as far as is compatible.

"There are now in active service, fully commissioned, 225 vessels of all characters, which is 26 more than were fully commissioned when I became secretary. There are also 161 vessels of various types, in reserve and in ordinary and uncommissioned, capable of rendering service in war. We have under construction and authorized 17 vessels (nine dreadnaughts, 23 destroyers, 28 submarines and seven auxiliaries) as compared with 14 vessels (five dreadnaughts, 14 destroyers, 23 submarines, three gunboats and nine auxiliaries) which were under construction on March 1, 1912.

"All the vessels enumerated, those in active service and those in reserve, are supplied with munitions of war. No



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navy makes public the quantity of ammunition and torpedoes, mines and other implements of naval warfare which it keeps ready. It may be said, however, that within the last two years the quantity of all has been steadily and greatly increased. For example, we have increased the number of mines on hand and in process of manufacture, by 244 percent. With reference to torpedoes, the increase in two years has been 36 percent. By the enlargement of the torpedo works and the equipment of a plant to construct torpedoes will still further increase, at decreased cost, the quantity of such stock, and the possession of these plants in times of emergency will enable the department to be in a better state of preparedness to replace the supply of ammunition, than ever before.

Has 53,171 Enlisted Men.

"The personnel of the navy is at present composed of 435,110 enlisted men, 53,171 officers, and 53,171 enlisted men.

"Under the direction of admiral Fletcher, upon plans evolved at the Naval War college and approved by the department, the fleet has been built in tactics to try out its efficiency and readiness. All reports tell of the enthusiasm of officers and men in this practice and the splendid record made by the ships. The fleet is now in Tangier Sound and on the southern drill grounds, where it will be busy in target practice until May when it moves to New York for a week's well earned respite. The fleet's record in the Pacific on route to the exposition at San Francisco.

Five Dreadnaughts Authorized.

"First, as to ships: During the last two years of the Taft administration, congress authorized the construction of five dreadnaughts to cost about \$12,000,000 each. During the first two years of the Wilson administration, congress authorized the construction of five dreadnaughts to cost about \$14,000,000 each, authorized \$70,000,000 to be spent on the chief fighting force of the navy, as against \$25,000,000 authorized during the last two years of the Taft administration. It authorized five dreadnaughts instead of two; and stated in effectiveness, the five dreadnaughts authorized under Wilson will count 26 more 14 inch guns than the two authorized under Mr. Taft.

"Second, as to submarines: These wonderful agencies of war have astonished the world in the present European conflict. The 65th congress, elected with Mr. Wilson, adopted my recommendation to give us all the money it could for submarines. It ordered construction of three sea going submarines, the largest ever authorized by any country, and 23 submarines of

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the same size and type which have done such fearful execution in the present war. These submarines will cost \$250,000. Now what was done during the last two years under Taft? Twelve submarines to cost \$2,500,000, were authorized. Some of our submarines are not as perfect as they should be, nor are the submarines of any other nation. Under the administration, however, the board of inspectors has adopted stricter tests before accepting submarines from contractors. Nobody is to be put into the water until he has, as yet, perfected a satisfactory engine or satisfactory battery for submarines.

Upon my invitation, Mr. Edison, last year, at the New York navy yard, went down into a submarine and closely studied its every feature. He thinks he has a battery that will meet the need. Our tests at the Brooklyn navy yard cause us to believe that Edison has the right principle. Without waiting for the completion of his battery, he has been given an order for two, one to be put into an old submarine, accepted before March 4, 1913, whose battery does not give satisfaction, and one for a new submarine, which I have ordered to be built in the Portsmouth (N. H.) navy yard. Private firms building submarines have not given entire satisfaction. We have equipped the Portsmouth navy yard to build submarines, and by competition between private and government construction it is hoped that every obstacle may be overcome.

Torpedo Plant Enlarged.

"Third, as to torpedoes: A statement has been put in circulation that the navy is not making adequate provision to supply itself with torpedoes. The only answer I can make is to state the fact that we either have on hand or have placed orders for all the torpedoes the general board prescribes. The only answer I can make is to state the fact that we either have on hand or have placed orders for all the torpedoes the general board prescribes. The only answer I can make is to state the fact that we either have on hand or have placed orders for all the torpedoes the general board prescribes.

U. S. Has Best Guns.

"As to guns: The bureau of ordnance has developed a 14 inch gun that will shoot farther, shoot more accurately, and is harder than any gun now in use or known to be designed by a foreign country. Based upon former and current records in concrete, for example, our gun forgings we have saved \$250,000.

Radio Equipment.

"As to radio: Radio has at last been successfully installed on submarines, and more than 75 other ships, which either had no radio or whose equipment was obsolete, have been supplied with modern equipment. Three entirely new shore stations have been added to the chain: Balboa (canal zone), Great Lakes, Ill., and Tunica, Miss.

Development of Aviation.

"As to aircraft: The European war has emphasized the value of aircraft. The navy has lagged behind in this instrument of war. Last year I appointed a board of aviation. It recommended the utilization of the abandoned navy yard at Pensacola as a training and repair station for aviation, and an aviation bureau in the department. This has been done. Upon my earnest recommendation, congress appropriated \$1,000,000 to begin an elaborate plan, the real development of aviation in the navy. It also approved my request for an aviators increase of 50 percent and we are organizing a class of capable aviators. To make immediately effective this feature, three new hydro-aeroplanes have just been purchased, which is but the beginning of the work of aviation, now well advanced along the lines of a well considered plan.

Promotions for Enlisted Men.

"But of what worth is a ship without well trained men? What has the Wilson administration done as to personnel? It is a pleasure to tell you that for the first time in years the enlistment is up to the limit prescribed by law and part of the year we have had a waiting list. Since I became secretary of the navy we have increased the enlistment 324 men, enabling us to commission fully 26 submarines, four battleships, four destroyers, and three monitors, increasing the total number of commissioned vessels by 41 over the number commissioned on March 1, 1912. I regard this as a great achievement, particularly since the navy had not formerly been able to secure enough men to fill the quota. It has been secured, too, without letting down the standard for admission, which has been maintained, and even raised. For every recruit accepted, five were rejected because they did not come up to our high standard. To what has the increase of our enlistments attributed? The answer is easy: To the establishment of schools of instruction for the world, and for promotion to see the enlisted men hitherto denied them. In these two years 15 enlisted men have been appointed assistant engineers; five as midshipmen at Annapolis, and 12 as ensigns. It is true that prior to the Wilson administration it was possible for an enlisted man to be promoted to be ensign, but in the four years of the Taft administration only three were promoted while in the years of the Wilson administration 11 have qualified. How does this happen? The new policy of instruction and assistance was put into operation in 1911. Now every ambitious and aspiring young enlisted man is given special instruction when he does it. It is true today as never before that a boy may enlist in the navy and by the display of ability be promoted to the grade of admiral. While reenlistments have increased 12 percent, desertions have decreased 15 percent. Another incentive to enlistment is the new law which leaves an open door to young men to return from the navy other than through the door of the discharge and likewise the modern methods of treating men who have violated rules.

TO WHOM IT MAY CONCERN.

Various parties, through ignorance of the true facts, have taken occasion to hold me responsible for the character of the work executed on the county road in the lower and upper valleys during the past few years. In order to fix responsibility where it belongs, and in justice to myself, I desire to announce publicly that in 1912 I constructed the paved County Road on Bliss and 1st streets, known as the Country Club road; also in 1909 the County Road beginning on Alameda street at the Midway Inn and running two miles easterly toward Valdez. Likewise in 1904 I was in charge of the road beginning at Valdez and extending four miles toward El Paso. I invite inspection of this paving and assume full responsibility for the character of the work. I had nothing whatever to do with any other paving in the lower or upper valleys. Such contracts were let at different times, and Messrs. Spelker, R. B. Meadows, Herbert Nunn and others did this work. County Road Engineers. These parties alone are responsible for the wearing qualities of the pavement they built. This public statement may be corroborated by S. J. Froendenthal, James Clifford and by former County Judge Rylar.

J. W. Enbank. (Advertisement.)

VITELLE AND HALL APPOINTED BY LEA

Mayor Tom Lea Saturday evening announced the appointments of John H. Vitelle as chief of detectives, succeeding J. C. Stansel, whose resignation took effect April 15.

Mr. Vitelle has had some 15 years experience in police and detective work. He was for many years a policeman in San Francisco. Later he went to Boise, Idaho, where he served as a detective. He came to El Paso about three years ago from Boise.

Lee Hall was appointed captain of police, succeeding Lon Garner, who has been on the force for eight years. He came here from Oklahoma and is well known as a peace officer. He had charge of the guards at the smelter strike.

Claude Tillman was appointed sergeant of police to succeed Sgt. G. H. Fletcher.

Juan Franco was appointed to the detective force, succeeding O. W. Smith; and C. M. Harrelson succeeding Billy Woods.

Joe Molinary has been appointed assistant in the sanitary commissioners' office, succeeding H. O. Dow.

HARRY WELSH WINS HARRIS MEDAL IN SPEAKING CONTEST

Harry Welsh won the Eugene Harris medal in the annual oratorical contest at the high school, Saturday afternoon. The subject was "The Final Hope of Peace." The judges were C. L. Vowell, A. D. Robertson and Rev. Wallace R. Evans. Mr. Vowell announced the judge's decision.

Young Welsh will represent the High school in the Inter-scholastic oratorical contest at Austin in May. He also won a place on the debating high school team which will represent the high school in the annual debating contest at Austin.

An interesting feature of the orations was that "all of the five contestants had peace as their subjects. Ted Platt gave 'Texas and International Peace'; Edwin Schwartz talked on 'Women as the Victims of War'; and Matt Hawkins and John Schaefer had 'War and Its Remedies' as their subject.

See page 9 of today's Herald: \$100 in cash prizes offered to women.

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The congestion of waste and reflux from the stomach, fermenting in the bowels, generates poisonous gases that occasion distress and invite serious complications. The comfort demand that this congestion be speedily relieved and the foul mass expelled.

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NEGRO WOMEN HAVE FIGHT; ONE LOSES "STORE" HAIR

Alice Seemonds, a negro woman, was arrested by the police Sunday afternoon at 4 o'clock and docketed at the police station on a charge of mayhem. Marie Williams, also a negro, was arrested at the same time and charged with fighting.

Both women had alighted from a Highland Park car at the corner of San Antonio and Stanton streets and engaged in a fight, the police say. The Williams woman lost a large quantity of "store" hair which was scattered about the sidewalk and a piece was cut out of the right side of her lower lip. Seemonds, the handle broken off and the blade dented was picked up by a bystander and handed to policeman Charles Henderson. The Seemonds woman had her face badly scratched and her clothes torn.

A crowd watched the two women scratch each other and tear one another's hair until a big man came along and separated them.

U. S. MILITARY EXPERTS MAKE EUROPEAN WAR MAP

Washington, D. C., April 26.—War department strategists, under direction of Brig. Gen. Montgomery M. Macomb, president of the army war college, have just completed a detailed European war map, it is announced.

The map is based on the latest foreign maps as well as data gathered by army experts.

CZAR VISITS PRZEMYSL

Petrograd, Russia, April 26.—Dispatches from Lemberg, Galicia, state that emperor Nicholas, accompanied by grand duke Nicholas and his staff, visited Przemyśl Friday. The emperor thanked the soldiers for their faithful services and distributed the cross of St. George.

AVIATOR TRIES TO SAVE FOUR LIVES, BUT FAILS

San Francisco, Calif., April 26.—An overturned gasoline launch within 500 feet of the beach, caused the death by drowning of four men today. Harry Christofferson, an aviator, circled above the men, dropping life preservers, but his efforts at saving them were unavailing.

The men drowned are thought to have been Italian fishermen.

Edward D. Hagen, a mounted policeman, nearly lost his life in a desperate attempt to save the drowning men. With his revolver cracking to attract their attention, he rode his horse at a gallop into the breakers until he could no longer see the shore. But he could not local. The men and he and his horse struggle ashore, exhausted.

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Fairness In Competition Do You Favor the "Square Deal?"

STREET CARS never raise their prices when it rains nor when crowds come to a city. Street cars are always safe methods of transportation and they operate on regular schedules, at regular prices, all the time, regardless of the weather or the crowds in a city.

Anyone who believes this is true of the "fair weather" service maintained by the nickel automobiles ought to write to some of the residents or visitors to the recent Flower Festival in San Antonio for information.

Operating in the local service, the cars carry their "five cent" sign under normal conditions, but when the rain came on, the "jine" patrons found that a "jine" (nickel) wouldn't get them anywhere. The drivers began to charge 25 cents, 50 cents or whatever they could get. The same thing happened to the visitors—those not acquainted with the nickel car service. Visitors were charged whatever price the drivers could get, for short trips to hotels, depots, etc. The "five cent" sign was not in evidence to any great extent during the entire week of carnival and rain, but the same cars were in evidence. The street cars did not change prices and did not alter schedules.

The San Antonio situation was little different in its rainy period from El Paso during the late snowstorm. El Pasoans have not forgotten how the "fair weather" cars proved their names by failing to show up for transportation service during the day and many passengers have a memory of 25 cent charges by the few drivers who ventured out.

What would El Paso or San Antonio or any other city do with a street car company that raised its fare to 25 cents as soon as bad weather came on and the service became a necessity? The indignant public would tear up the tracks if it continued and their city officials did not stop it.

What is fair for one is fair for the other. If the street car company must operate on regular schedule at regular fare in all sorts of weather, why shouldn't opposition services operate likewise?

Again, if the street car company is forced to operate on full schedule the entire length of its tracks, why not the automobile owners who operate competing services?

Where is the justice or the fairness in allowing an automobile in fair weather to operate alongside a street car track for a short distance for five cents and then turn back to the city to pick up more business while the street car company completes its trip?

The El Paso Electric Railway company operates cars to the Smelter, Fort Bliss, Highland Park, Washington Park, Manhattan Heights, Altura Park and Government Hill. The five-cent automobiles operate in competition in fair weather with all of these lines but do not run to the end of any of them except the Washington park line. They operate on the paved streets downtown, pick up the short hauls and turn back when empty.

What if the street cars attempted any such practice? What would happen to the suburbs and the transportation service generally? If it is fair for the opposition, why not for the original transportation service?